





# THORNYCROFT

JOHN L. THORNYCROFT & CO., LIMITED.  
SHIPBUILDERS AND ENGINEERS,  
LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 65, Szechuen Road.

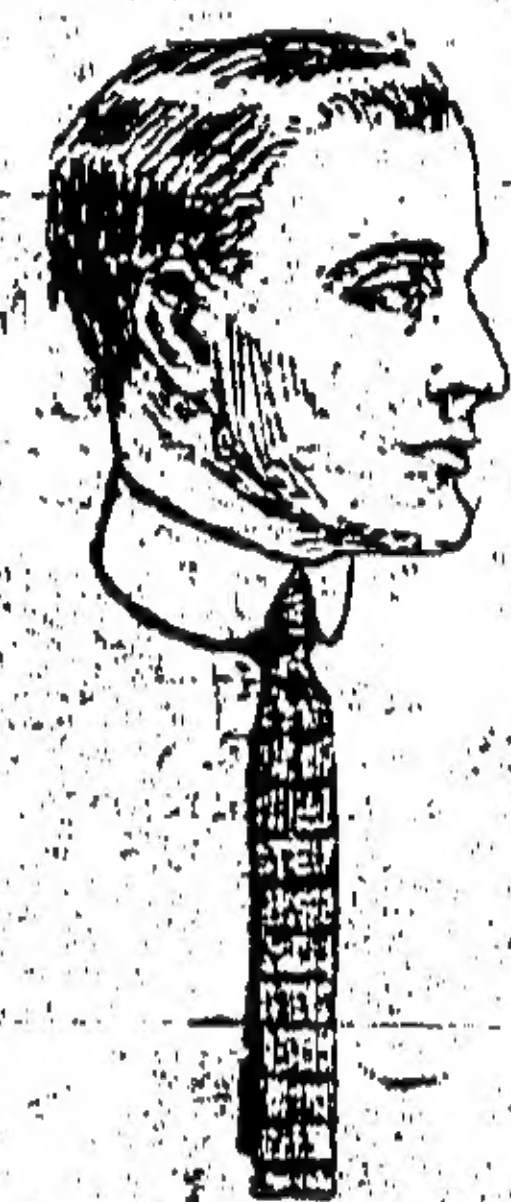
15 B.H.P. 30 B.H.P. 50 B.H.P. Engines.

in Stock

For quotation apply—

R. R. ROXBURGH,  
Manager for China,  
HONGKONG HOTEL.

## Neckwear.



We now have a choice selection of  
Plain Coloured Ties for bows or  
knots. Made of a nice Silk Crepe  
de Chine or Silk Barathea for  
those who prefer a firmer tie.

All the Newest Colours are included  
in our selection.

FANCY SILK NECKWEAR IN ABUNDANCE

**MACKINTOSH**

Men's Wear Specialists.

16, DES VŒUX ROAD. Telephone 29.

THE LEADING BRANDS

## MANILA CIGARS

EL PALACIO

&

IMPERIO DEL MUNDO.

SOLE AGENTS.

THE HONGKONG CIGAR STORE  
CO., LTD.

Telephone No. 151.

HOTEL MANSIONS.

## NESTLE'S FOOD

IS JUST PURE  
MILK, WHEAT, SUGAR  
IN POWDERED FORM.

YOU ONLY ADD WATER AND  
BOIL FOR A FEW MINUTES.

ALL THE GOOD OF THE MILK  
HAS BEEN KEPT IN, AND  
ALL THE GERM DANGERS  
OF RAW MILK KEPT OUT.

NESTLE'S

**FOOD**

ASK WATSON'S!

## PARTIAL AUTONOMY IN FORMOSA.

CHILDREN OF HEADHUNTERS TO  
TRY SELF-GOVERNMENT.

After 25 years of pacification by a military governor-general, who was invested with almost vice-royal powers, Formosa, land of headhunters and of Japan's primary experiment in colonial government, will enjoy from September 1st a system of semi-autonomous rule in accordance with a new system which will be inaugurated.

Formosa, it will be recalled, was ceded to Japan by China in 1895 after the China-Japan War of 1894-5, by virtue of the Shimoda Treaty of Peace between the governments of the countries, represented respectively by Li Hung-chang and Prince Hirobumi Ito. The island has ever since been a source of supply of sugar, camphor, opium and other valuable commodities for Japan, while it was also a case of much trouble for this country, inexperienced as it was in colonial administration, because of the uprisings of the natives, who were not to be easily pacified.

According to Mr. Kaneyoshi Tadamuni, Councillor of the Formosan Government-General, who was interviewed by a representative of the *Japan Advertiser* at the office of the Government-General in Tokyo, the entire island with the exception of the eastern part will be divided, under the new system, into five prefectures—namely, Taihoku, Taihoku, Tainan, Shingichiku and Takao. The last-named prefecture is in the western part and includes the island of Bokoto. The eastern part is understood to be an unincorporated region and will for the time be left as it is untouched by the new system, owing to the lack of means of communication and transportation. These five prefectures will be subdivided into 47 counties and cities, and the counties into 263 townships and villages. The prefectures will have their governors, the counties their sheriffs and the townships and villages their mayors, all of these different administrative heads to be appointed by the governor-general.

At present, the entire island is subdivided into 15 sub- or administrative districts, 10 in the western part and 5 in the eastern part. The two eastern districts, called Taito and Karinko, are inhabited by uncivilized natives, many tribes of which are famous because of their neighboring custom of hunting heads, but the inhabitants of the western part have been in Japanese schools and are now deemed capable of semi-autonomous government. There will be a semi-autonomous council of men appointed from among the educated and prominent men for each of the administrative districts, which will be a consultative body for the benefit of the districts. For instance, a prefecture will have a council composed of from 20 to 35 persons, a city a council of from 15 to 20 persons, and a township or a village council of 7 to 20 persons. These councils will be given powers to deliberate upon matters of interest to their respective districts and pass judgment with reference to the administrative heads. In the nature of things, the argument of native education, the active Formosans along the line of self-government with the ultimate object of complete self-government in due time. But that time has not yet arrived.

It is understood that the majority of the councillors of any of the councils will be the natives, although the Japanese residents on the island are also eligible for appointment. There are 3,000,000 natives, against 140,000 Japanese. Also the natives of townships and villages are likely to be the Formosan natives, although the governors of prefectures and county sheriffs will all be Japanese from Japan proper.

LOCAL POLICE CONTROL.  
A notable difference from the old system is that whereas a city or district, in the old system, had no voice in the government of the district, the head of the district only taking orders from the governor-general, the prefectures, counties, cities, townships and villages can now virtually settle local affairs through their councils, whose decisions, while theoretically subject to veto by the heads, are not likely to be crossed, according to Mr. Tadamuni.

Another noteworthy feature is that the police system has undergone quite a change. Heretofore the police authority has been exercised by the chief of the metropolitan police under the governor-general. The chief, who was himself established as the head of the government-general, exercised authority over his subordinates, whom he sent to different districts, and these subordinate officers acted independently of the heads of different districts. But from September 1st, the chief of the metropolitan police will not exist, being replaced by a civil official, whose powers will be much the same as those of the chief of the police bureau of the home office, that is, only civil official duties. The subordinate police officers in prefectures and counties will act under the control of the heads of those subdivisions without direct recourse to the chief of the police bureau of the government-general. The governors and sheriffs, therefore, will be civil officials, exercising police control in their respective communities.

FORMOSANS CONCERNED ABOUT TAXES.  
Mr. Tadamuni entered into much more minute details of the old system as compared with the new. The principal feature of the new system, however, appears to be that the natives will have more opportunity from now on to be heard from than before. The educated and prominent men among them, or intelligent classes, (Continued on page 2 of next column.)

## JAPAN'S MISCHIEF MAKERS. ANTI-FOREIGN MOVEMENT.

The Tokyo Correspondent of the *Morning Post* comments on the increasing tendency to criticism of English-speaking nations. For this propaganda a new publication has been promoted, entitled the *Asian Review*, the main policy of which apparently is to belabour England and America, probably with a view to preventing renewal of the Anglo-Japanese Alliance and giving Japan a free hand in China and Siberia. Not only does the new review publish caustic articles on British and American policy and public opinion in general, but also nasty excerpts from Indian sources reflecting on British administration of that country, and a good deal is made of the Amritsar episode. This seems to be exploited as an offset to the severe criticism of Japan that appeared in the British and American Press with regard to the flogging in Korea last year. This exhibition of anti-foreign propaganda is only a symptom of the resentment which is felt in certain circles in Japan over the triumph of the Anglo-Saxon peoples in the contest with militarism in Europe. The Japanese people as a whole are all right, they are an honest, hard-working race that entertains no sinister feeling for other nations, content only to be let alone and allowed to pursue its own way in peace. But Japan, like some other countries, has another smaller yet none the less violent set, who in some lands might be called militarists, though here they are the main supporters of the militarists, and use the latter as a weapon to fulfil their ambitions, which include the crippling of British and American interests in the Far East. It is this element that is doing so much to discredit the reputation of Japan in China and Siberia by "underhand" tricks. If Japan ever has any trouble with other nations it will be due to the tactics of this dangerous element. The better element of Japanese society is in fear of this ruinous and sordid exterior, and recently an intelligent Japanese gentleman was heard to say that only a good drubbing would settle their ambitions.

According to Mr. Tadamuni, appreciate the change very much. Some of them, to be sure, may have grievances, especially if they lose their positions of influence through the change. But on the whole, the natives care most about appears to be to see that they are not taxed heavier than before by the change. Mr. Tadamuni strongly emphasized that the change is not connected with the increase or decrease of taxes, the principal governmental expenses being paid by the government-general. In due course of time, when the natives begin to appreciate the value of autonomy through the influence of the new system of councils and when they want improvements of their respective communities inaugurated, they may vote to appropriate more money secured by means of increased taxation. Until then no increase is likely to be made.

Mr. Tadamuni, in telling of the circumstances which led to the decision to inaugurate the change, said that the idea of change has been discussed for some time; he was in the service of the Formosan government for years. But it was not until after Baron Del, the first civilian governor-general, came into office last year. Baron Del, he said, was deeply impressed with the necessity of such a change. Military governor-generals did not take to the idea very strongly.

CENTRALIZATION PROVES VALUABLE.  
Formosa, since its acquisition by Japan, was governed for 24 or more years under the rule of a military governor-general. For many years there have been opinions of the natives, even until recently, that there is a possibility of further trouble in certain parts of the island, for that matter. In the early years of Japanese rule the island was divided into three military administrative parts, with a governor for each part. But soon that system was found to be inconvenient, because the parts became greater than the whole, figuratively speaking; for each of the three parts was a big job for the governor-general. Then General Kodama, military governor-general, was assisted by Baron Shigemitsu, chief civil administrator, changed the system and divided the island into 20 sub- or districts, which were later reduced to 12, and they did more than any other persons to secure the centralization of authority in the government-general.

Mr. Tadamuni here laid emphasis on the fact that under the centralized rule of Formosa, adequate protection has been afforded to such industries as sugar, camphor and opium, so that Formosa has now come to produce sugar to feed the whole Japanese nation and to spare for foreign exportation, whereas camphor production in the island has gained a world-wide fame under the control of the camphor monopoly bureau and the monopolization of production of opium by the government-general has enabled the authorities to exercise full control over the use of the drug by the natives. The control which has been exercised over the drug and its use since the beginning of the Japanese rule has had a very beneficial effect, as the opium smokers are gradually decreasing in number, until it is expected that within about 15 years from now there will be no opium smokers left in the entire island; or as far as the government control can reach. The improvements in regard to railways and other means of locomotion were also credited by Mr. Tadamuni to the centralized government-general. But times have changed and it is doubtful, he said, whether such a highly centralized government can be worked in the island with credit. It is now time for more autonomous government for the people. But the steps which were taken in the past 25 years, he maintained, were in the right direction and in a proper order of things.

## THE CRISIS IN CHINA. CHANG'S VICTORY.

Mr. F. A. McKensid, in the course of an article in the *Observer*, writes—

The tonic of Shantung had its effect in Peking. Many of the politicians there were in Japanese pay. Some of them had accepted Japanese pay in despair, thinking that it was the only way out of an almost hopeless situation. Among the men who had thrown their influence on the Japanese side, Marshal Tuan Chih-jui, for a time the strongest man in China, stood out as the dominating figure. On the other side there emerged a less-known but even more remarkable figure, Chang Tso-lin. He was so successful and had so strong and loyal a following that the Peking Government concluded—in orthodox Chinese fashion—that it had better make him Governor. He rose to Governor-General of the three Manchurian provinces. Now Chang has no reason to love Japan. It has humiliated him at a thousand points. The reformers of the North came together. The President, who is more or less at the mercy of contending factions—was understood to sympathize with them. A very powerful group was consolidated, including several important military governors. Chang came down from his lofty position, and threw the weight of his influence in their favour. They demanded reform, announced their intention of appointing the most progressive and Westernized of the younger men to power, and demanded the dismissal of some notorious reactionaries. For the moment it seemed that they would succeed. Then Tuan played his hand against them. After weeks of fierce controversy Chang left Peking for the North, resolved to appeal to force. He and his supporters brought down their armies. Tuan sought to repeat his military success of earlier days. This time he failed, and Chang and his party are victors.

What will be the result? Are we merely to see the domination of one military party exchanged for the domination of another? If so, China will be none the better. But there is at least reason to hope that the new party will start out on a real policy of constitutional reform and progress. What will Japan do? Japan has her heavy guns. She can, if she desires, pour sufficient military forces into the capital in a few hours to dominate the situation. The third vital question is: What will England do? It is a hopeful factor of this situation that British warships have been present along the coast, ready to act with the Japanese. This is one of the signs that England is determined once more to assert her authority in the Far East, and not to leave the whole of the work and the whole of the glory to her Ally, Japan, as has recently been the case. China at the present time stands greatly in need of friends. The policy of dismemberment and spoliation which has been attempted by various Powers at different periods may yield great profits for the time, but in the end will react on those who attempt it.

## AN AMBASSADOR'S ESCAPE. WAR INCIDENT RECALLED.

Mr. Myron T. Herrick, United States Ambassador in Paris in the dark days of 1914, was given a remarkable oration at the reception given in his honour at the Hotel de Ville by the Municipality of Paris, on July 29th. After showing warm friendship and sympathy for France when his country was still neutral, after his return to Washington in 1915 and 1916 he was an ardent apostle of American intervention. At the Hotel de Ville, which was decorated with the French and American flags, Mr. Le Corbellier, president of the Municipal Council, and other civic dignitaries received the guest. In addition to Mr. Herrick and the present United States Ambassador, Mr. Hugh Wallace, who met with an enthusiastic reception, accompanied by the playing of the American National Anthem and the "Marseillaise," the company included Mr. and Madame Poincaré, Mr. and Madame Millerand, General Berdodot, Military Governor of Paris, Generals Pau and Neville, and Mr. Walter Berry, president of the American Chamber of Commerce in Paris. Mr. Le Corbellier, in an eloquent panegyric, recalled the early days of the German advance, when a bomb from a German aeroplane fell near the American Embassy, when General Berdodot, Military Governor of Paris, was wounded, and Mr. Herrick calmly replied: "Don't you think that the death of the American Ambassador would have been of greater use to you than his life?" A concert and luncheon were afterwards held.

## EMIR FEISAL'S APPEAL. COMPLAINT OF BETRAYAL.

A message sent from Cairo to *The Daily Telegraph* by Lutfallah Bey, President of the Syrian Union, says: "King Feisal, on July 20th, addressed the following despatch to the Allied Powers: 'Although we have accepted the conditions imposed by General Gouraud, have withdrawn our troops from the frontiers, have demobilized the remainder of our forces which were at Damascus, and have effected a strong pressure on the people who were led to rebel against the Government, General Gouraud has acted contrary to the engagements entered into by his Government, and also contrary to the personal agreements made by him. He has crossed the frontier and marched against Damascus, although the entire Arab nation was becoming tranquilized in recognition of a formal and reasonable promise. By that act he has committed a crime and a grave betrayal which must lead to the death of innocent persons and the useless shedding of blood. I therefore appeal to the civilized world, demanding justice, protection, and support for a people so unjustly betrayed.'

## MISSION WORK IN THE FAR EAST.

OUTLOOK IN CHINA AND KOREA.

In the Review for 1919-20 of the Overseas Missions of the Church of England, which contains a wealth of interesting information on Mission activities abroad, it is mentioned that the attitude of the Chinese Press generally towards Christianity is one of indifference, but in some cases there is active opposition. An editor has started a Y.M.C.A., but the "C" stands for "Confucian." On the other hand, a Chinese Christian student, one of seventy, who had served in France under the Y.M.C.A., writes to say that the most hopeful element for the coming Chinese Church is the steady growth in number and in influence of Chinese Christian young men, the products of Christian missionary education work in China. "These young men love their religion and love their country. They see their desperate need and the imminent danger in which they are. They are struggling to find out the best and the quickest means to save her, to get her out of danger. The Review also states that the circulation of the Bible in South China has been large—110,265 in Kwangsi and 117,468 in Kwangtung. Bishop Hind (in reporting the completion of his first visit round the diocese of Fukien), says that while there were some grave causes for anxiety he had found much to encourage and inspire him with hope for the future of the Church in each of the districts visited. Bishop Molony (Chekiang) points out that the distressed political condition of the country reflects unfavourably upon all missionary work among the educated classes, while Bishop Duff (Shantung) reports a growing desire for education, and emphasizes the loyalty of students of the Church at the University. The Bishop of Honan mentions in his review that the obstacles to reaching officials and other Chinese of high position, which hitherto had seemed unsurmountable, seem now to have quite broken down. Nevertheless, standing the prevailing state of anarchy in Szechuan (Western China), Bishop Casella states that the Church has continued to make progress, which, however, has been uneven in character. With regard to Japan and Korea, the Review points out that the attitude towards Christianity is varied. Self-satisfaction is a characteristic attitude, and so far as instruction and help gained from the West is remembered it is coupled with reminiscences that neither Western governments, nor Western merchants made much of religion as a factor in their dealings. Japanese statesmen are not as yet eager to welcome Christianity, but to some extent they give it a place as a useful social force side by side with Shinto and Buddhism. The Bishop of Corea admits that owing to war, anarchy and difficulties of passages the prospects of the Mission there getting into regular working order again before the beginning of 1921 are small indeed. In addition to the above difficulties, Mission work has been practically brought to a standstill during the past six months by the political disturbances arising from the oppressiveness of the Japanese rule.

## "PRINCESS MEYER." HOHENZOLLERN'S EX-WIFE WEDS A CHAUFFEUR.

Zurich, July 29th.  
The amazing royal romance involved in the marriage of Princess Alexandra Victoria, daughter of Prince Frederick, Duke of Schleswig-Holstein, who was recently divorced by Prince August William of Hohenlohe, fourth son of the former Kaiser, to her chauffeur, has created a tremendous sensation in Berlin.

The former royal spouse has eloped with Fritz Meyer, whose sole link with royalty was a limousine, speaking tube, Fritz Meyer, the princess, that was, is now on her honeymoon, and happy.

"I'd rather be the loved wife of a chauffeur than the unloved wife of a royal prince," she tells her friends.

Fritz Meyer, before the war, was a smart figure in the ex-Kaiser's livery. Later he became a Lieutenant in the German Officers' Reserve Corps, but it is understood that the romance with Princess Victoria had its inception while he was still the pilot of the royal motor-car.

But how can a chauffeur support a wife who not only possesses royal blood but royal tastes? She was taken to task several times by the former Kaiser for her extravagance. The ex-Emperor imprisoned her for two weeks in the round tower of Castle Habsburg as punishment for her frivolous whim.

The princess is a statuesque blonde, large of figure, with reddish hair, and a complexion which radiates vigour, health and activity. She is a personification of the national German heroine, Germania.

## A TALKING CLOCK.

A talking clock which promises to become as popular as the cuckoo variety, has been invented by Vincent Pinto, of Philadelphia, who uses it in his home to help regulate his domestic affairs. Instead of striking the hours and half-hours the clock speaks, right out: "Six a.m. and time to get up," is the clock's first daily message, an hour later: "Breakfast is ready," which relieves Mrs. Pinto of the task of calling upstairs to her tardy children. All through the day the clock acts as an oral reminder and at night it deep, stern voice warns: "Time to go home, young man," "It's eleven o'clock, time to go home." Whereupon the visitors depart. Pinto's invention has the appearance of a grand father's clock, but has a chronograph attachment which does the talking, and records may be attached to suit all occasions.



CORRESPONDENCE  
REVIVAL OF PHILHARMONIC  
SOCIETY.[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS"]

SIR.—The little critique or notice of "Musical" in your issue of today is more refreshing than the five or six lines of adjectives in which Mr. Fuller's recitals are invariably treated in the press. One may be allowed to endorse your correspondent's opinions and feelings, with the addition of the fact that Mrs. Brown made the most of contralto items with a flexible soprano voice used with admirable restraint, and that the opening Bach prelude required some effort to appreciate its great length.

Now that Mr. Fuller is apparently in his stride again, we shall hope soon to see an effort made to resurrect the old Philharmonic Society.—Yours, etc.,

ALGERNON ASHTON.

Hongkong, September 8th, 1936.

NEW CHINESE SOLICITOR.  
MR. HON CHI-LI.

Before the Acting Chief Justice, Mr. Justice Gompertz, in the Supreme Court yesterday, the Attorney-General, the Hon. Mr. J. H. Kemp, K.C., applied for the admission of Mr. Hon Chi-li as a solicitor of the Supreme Court. The Attorney-General said that Mr. Hon Chi-li passed his final examination in October, 1919, with honours and was admitted in England on April 12th, 1920. He had produced his admission certificate and had given the necessary notice to the Law Society and the Registrar. The Law Society had no intention of opposing his admission. Affidavits of identity had been filed by two solicitors of the Court. Mr. Hon Chi-li had not got a certificate that his certificate of admission was still in force or the two certificates of character from legal practitioners in England, as when he left England he had no knowledge that he must produce these. He asked for his admission, subject to the production of these documents.

His Lordship, Mr. Hon Chi-li, I have great pleasure in admitting and enrolling you to be a solicitor and proctor of this honourable Court and I trust that your care here will be useful, profitable and honourable. I have great pleasure in admitting you, the two affidavits and the certificate must be filed within six months. Subject to that I admit you.

Mr. Hon Chi-li: Thank you, my Lord.

ABUSE OF THE COURT.  
BANKRUPTCY CASES.

Three cases came for hearing before the Acting Chief Justice in the Bankruptcy Court yesterday.

In the case of Ma Cheuk, the Official Receiver asked for a receiving order, which was made.

In the matter of Wai Tung Hop Koo, alias Wing Wui, the Official Receiver said he was informed that the sum of \$500 was in the Hongkong and Shanghai Bank. He wrote to the bank but was told that there was no money. He wrote a second time, but got the same reply. That morning he was told by Mr. Mason that his client, one of the petitioning creditors, had been round to the comptroller and was told that they had \$500. Mr. Mason had written to the bank. He asked for an adjournment till next bankruptcy day.

The receiving order made in connection with the Ma Yuen Lung firm was rescinded on the application of the Official Receiver. From the report of a meeting of creditors it appeared that the petitioning creditor was not present and no partnership books were produced. The partners had disappeared.

Rescission of the order was asked for, on the ground that the petition was not based on a genuine debt but on a desire to help the debtors.

His Lordship said he thought it was an abuse of the Court and rescinded the order.

## CHARGE OF THEFT.

Sergeant McFall, of No. 2 Police Station, charged a Chinese, yesterday, before Mr. R. O. Hutchison, with the larceny of a pair of trousers from a match at Happy Valley.

The complainant said that he was mowing grass in the Valley on Tuesday afternoon, when he saw the defendant enter his matted and steal the trousers which were hanging up on a piece of string inside to dry. When the defendant came out, witness called out to him. The defendant put the trousers in a basket which he was carrying and ran off with it. Witness gave chase and caught him.

The defendant was sentenced to three weeks' hard labour.

NEW NAVAL COMMANDERS.  
OF INTEREST TO HONGKONG.

The following are the services rendered by some of the new Naval Commanders, who have served on H.M.'s ships in China.

Com. G. P. Thomson. This officer is a qualified interpreter in German, and has the African General Service Medal for the capture of Illig, in Somaliland, 1904. At the outbreak of war he was serving in the battleship *St. Vincent*, but on September 1st, 1915, was appointed to the *Yuleca* for duty in submarines. He has since been borne in the following parent ships, for command of submarines: *Dolphin*, April 1st, 1916; *Mandarin*, July 1916; *Fulcrum*, April, 1917; *Titanic*, July 9th, 1917; *Liburlet*, September, 9th, 1918; and *Lucania*, for command of K11 in 1st Submarine Flotilla, Atlantic Fleet, October 27th, 1918.

Com. C. de Burgh. Serving in cruiser *Aspide* from March 11th, 1914, and subsequently in command of submarines as tenders to following depot-averages: *Maidstone*, September 1st, 1915; *Titanic*, 1916; *Lucia*, August 30th, 1916; *Liburlet*, July 18th, 1917; *Bahaventure*, March 5th, 1919; *St. George*, August 10th, 1919; and *Lucia*, for command of L17, in Second Submarine Flotilla, Atlantic Fleet, September 25th, 1919. He was decorated with the D.S.O. for services in action against U-boats on November 2nd, 1917.

Com. A. E. Johnston. Watchkeeper of cruiser *Hampshire*, January, 1914; first of armed merchant cruiser *Hilary*, January 10th, 1915; appointed to *Sappho* for (G) duties, June 25th, 1915; first of light cruiser *Corymbus*, August 12th, 1916; and *Cairo*, China Station, March 29th, 1919.

THE LATE ADMIRAL C. L. OXLEY.  
EX-SECOND-IN-COMMAND ON  
CHINA STATION.

The death has occurred at Harrogate, at the age of 78, of Admiral Charles Lester Oxley, of The Hall, Ripon. The eldest son of Mr. C. C. Oxley, M.P., the deceased officer was born on Oct. 17th, 1841, and entered the Navy in his 14th year. As a midshipman he was specially mentioned for his services at the attack on the Peiho Forts in June, 1885, during the China war, for which he received the China medal. He became a lieutenant in November, 1891, and nearly two years later was appointed to the *Excellent*, to qualify in gunnery. In 1894 he became first lieutenant of the *Wolverine*, screw corvette, in North America waters. Promoted to commander in February, 1895, he was appointed in 1895, after a period in the *Revenge*, flagship at Queenstown, to the *Excellent*, where he served until 1899, in which year he was promoted to captain. He commanded the screw corvette *Conquest* in the Pacific from July, 1895, and in August, 1896, was appointed to command the battleship *Agamemnon* in the Mediterranean. He was afterwards captain in succession of the *Swiftsure*, and *Devastation*, port guardships at Devonport, and on January 1st, 1899, he became a rear-admiral. From 1899 to 1905 he was a naval aide-de-camp to Queen Victoria. On May 7th, 1898, he was appointed second-in-command on the China station and hoisted his flag in the cruiser *Grafton*. This command he held until November, 1897. He became a vice-admiral in January, 1901, and an admiral in June, 1904, finally retiring in October, 1906, after 51½ years on the active list.

STUDYING IN JAPAN.  
ALLOWANCE TO BRITISH NAVAL  
OFFICERS.

The Admiralty notify that the consolidated allowance of £150 a year payable to officers studying in Japan, in lieu of lodging and provision allowances has been increased as from the 1st July to £250 a year. For the present officers will be allowed, also from the 1st July, the exchange compensation of converting the whole of the first £200 and half the remainder of their total emoluments into Japanese currency at the standard rate of exchange, i.e., 2s. to the yen, but the question of exchange compensation is now under consideration and it must be understood that the present concession is made as an interim measure, and without prejudice to any decision which may be arrived at.

## CEYLON JEWELLERS FAIL.

A declaration of insolvency was filed on the 10th inst. in the Colombo District Court, by the members of the well-known Queen's Street firm of jewellers, Messrs. A. H. Ismail and Mohamed Samadec. The four partners are Messrs. M. B. Ismail, M. Cusum Ismail, M. Abdul Cader Ismail and A. J. Ismail. The petitioning creditor who filed papers the following day is the Eagle Star and British Dominion Life Insurance Co., Ltd.

COMPANY REPORT.  
THE DAIRY FARM, ICE AND COOLD  
STORAGE CO. LTD.

The Directors' report for the year ending July 31st, 1936, which will be presented to the shareholders at the annual meeting on September 21st, states:

The profits for the year, together with the amount brought forward from last year's account, after writing off £10,000 for Depreciation and Bad and Doubtful Debts, and providing for Directors' and Auditors' fees, amount to £200,358.67, which is proposed shall be dealt with as follows:

Pay a dividend of £1.50 per share	£171,000.00
To add to reserve	30,000.00
To add to fire and typhoon insurance fund	5,000.00
To carry forward to next year's account	3,358.67
	<b>£209,358.67</b>

Sir C. P. Chater, C.M.G., and Mr. L. N. Lee, retire by rotation but are eligible for re-election.

THE ROYAL AIR FORCE  
MEMORIAL FUND.

Mr. D. K. Blair, Hon. Treasurer, Aero Club of Hongkong, acknowledges the following additional subscriptions to the Royal Air Force Memorial Fund:

A. Anonymous	£150
Messrs. Relas & Co.	100
Mr. S. B. Columbine	25
Mr. M. H. Turner	10

ATTACK ON SWATOW.  
FORCES BEING CONCENTRATED.

The Military Governor of Canton, communicates through his Chief of Staff, the following to the Press:

"According to reports from Laoling, September 5th, after the defeat of the enemy, the remnants of Chen Chung-ming's army, retreated to Meishan."

"The bandits at Pinghang, incited by Chen Chung-ming, the rebel, have been driven off by Colonel Wong Yip-hing."

"The First Army Division of the Administrative Force and men under General Lam Foo have arrived at Waiyang district once after another. When all forces are united, an offensive attack will be made on Swatow district. Waiyang is now quiet."

HAMMERSMITH  
ASSESSMENTS.  
SIR W. RICHMOND'S STRIKE  
THREAT.

The decision to miss assessments of houses at Hammersmith is calling forth strong and growing opposition on the part of owners of property in the borough and many objections have been lodged. Amongst the ratepayers who are protesting is Sir William Richmond, B.A., who has sent another trenchant letter to the *West London Observer*, in the course of which he says:

"My little property was purchased by strenuous labour, and I have paid more than its price into the coffers of the borough council; in my opinion more than is just. And now I strike. My respect for the Hammersmith Borough Council is no higher than it was for the old vestry, which was nil, and it has not been increased since the council has re-elected itself with feathers and eggs from neighbours' nests, to be paid by numerous ratepayers, too ready slaves to the new, rich. By that I mean profligate tradesmen and fraudulent grasping Labour. At last we recognise the first-line of Bolshevism attack. It has been done clumsily. The Bolsheviki have distinguished themselves by short-sight, and the ignorance of cause and effect. Hundreds of people are now to be united in democracy, they are spreading discussion and possibly civil war, to be met with only one force—the military. Authorised robbery and class tyranny must be met with determined opposition now, and before the new rich have got their knife into their mental and ethical superior, the intellectual, industrious, and honest middle-class—the backbone of England. Although it is shaken, my faith in the instinctive honesty of the British workman is not killed. He is being unwise and immorally led. I advise him to break away from evil advisers, and return to his once honourable instincts; to return to work, to take a pride in it, as he once did. Then he will regain the respect and sympathy which he has lost. My fellow ratepayers, I urge to pay the present rate, and not a penny more. This would mean progress towards reconstruction. In conclusion, the writer of the letter says: 'If ratepayers are strong now, they will arrest the wave of Bolshevism which threatens. It is a question of now, not of by-and-by. We have right on our side, and right is apt to win in the long run.'"

## DEATH OF "LITTLE THOMAS"

Mr. Joseph Thomas, known to thousands as "Little Thomas," passed away in London on July 28th at the age of eighty-one. He was principal comedian with the Mohawk Minstrels for twenty-seven years, and sang "God Save the Queen" as a solo at the opening of the International Exhibition in Hyde Park in 1881.

EMPIRE TRANSPORT  
PROBLEM.  
CONFERENCE IN LONDON NEXT  
MONTH.

A number of important problems and considerations connected with the development of roads and of road transport, and with the creation and distribution of motor fuel supplies within the Empire will be discussed at a conference in course of organization by the Imperial Motor Transport Council and due to be held in London on October 18th to 21st, at which time the first post-war exhibition of commercial motor vehicles will be in progress at Olympia.

The Council responsible for the organization of the conference has, as its President, Mr. H. Prince Arthur of Connaught, while the Hon. Sir Arthur Stanley, G.B.E., C.B., C.V.O., is Chairman of its Executive. Several years have elapsed since the last conference organized by the Council to consider similar subjects was held, and the developments that have taken place in the interval have, of course, been considerable.

The forthcoming conference will be divided into two classes, the one dealing with roads and transport and the other with motor fuels. The former will be organized as regards details by the Empire Roads and Transport Committee of the Council, constituted as follows:—Mr. H. C. B. Underdown (Chairman), President of the Association of British Motor Manufacturers, Ltd.; Mr. H. Percy Boulton, M.Inst. C.E., Chairman of the Roads Improvement Association; Mr. J. S. Brown, Chief of South Africa; Mr. B. Callard, Mr. Frederick Coates, M.I. Mech. E., Commonwealth of Australia; Sir J. Duncan Elliot, K.B.E., M.Inst. C.E., Dominion of New Zealand; Mr. Walter Erant, M.Inst. C.E., Crown Colonies; Mr. A. Griffith, Dominion of Canada; Mr. Victor Gordon, Dominion of Newfoundland; Mr. C. E. Home, Department of Overseas Trade; Lt. Col. T. M. Hutchinson, D.S.O., O.B.E., R.A.S.C., War Office; Sir Henry P. Maybury, K.C.M.G., C.B., Ministry of Transport; Lt. Col. F. Paisley, Robinson, D.S.O., O.B.E., R.A.S.C., Mechanical Transport Advisor to the Government of India; Mr. E. S. Shrapnell-Smith, C.B.E., and Mr. Horace Wyatt.

The general object of the discussions in the conference will be to encourage uniformity of policy in respect of roads and transport throughout the Empire. Thus, for example, consideration will be given to the desirability of securing general approval by the Governments of the Empire of the principle that the proceeds of motor taxation should be allocated specifically to the roads. Another important matter is the provision in all parts of the Empire of a sufficiency of vehicles suitable for military use in emergency and so constructed as to form efficient adequately standardised fleets in the event of collaboration of the forces from the various parts of the Empire becoming necessary.

The Roads and Transport Section of the Conference will be presided over by the Hon. Sir Eric Geddes, Minister of Transport.

The Hon. Walter Long, First Lord of the Admiralty, will act as Chairman of the Admiralty Section. This will deal with various aspects of the fuel problem and the possibilities of its solution by the creation of new and the development of existing sources of supply. The detail organization will be in the hands of the Empire Motor Fuels Committee of the Council, constituted as follows:—Mr. E. S. Shrapnell-Smith, C.B.E., (Chairman) Chairman of the Standing Joint Committee of Mechanical Transport Associations; Sir G. H. Ashdown, K.B.E., I.S.O., Director of Royal Ordnance; Mr. R. E. C. M. O'Malley, R. R. Engell-Wildy, C.B.E., C.M.I., Aeronautical Inspection Directorate; Sir Charles Bedford, Kt., LL.D., D.Sc.; Sir John Cadman, K.C.M.G., D.Sc., M.I. Inst. C.E., Director H. M. Petroleum Department; Mr. J. G. Clarke, C.B.E., Deputy Director, H. M. Petroleum Department; Brig-General Sir Capel Holden, K.C.B., M.I.E.E., F.R.S., Chairman Royal Aero Club; Sir Charles Metcalfe, B.A., Consulting Engineer for Rhodesia; Dr. W. D. Ormrod, D.Sc., M.I.A.E., Consulting Chemist and Engineer; Mr. W. H. Ross, O.B.E., of Edinburgh; Mr. G. J. Shave, M.I. Mech. E., M.I.A.E., Manager of Maintenance, London General Omnibus Co.; Col. D. J. Smith, Nominated by Institute of Automobile Engineers; Mr. G. W. Watson, M.I. Mech. E., M.I.A.E., Engineer, Commercial Motor Users Association; and Mr. Horace Wyatt.

Invitations to be represented at the conference have been addressed to the Overseas Governments of the Empire, including the Dominion Governments and the various State and Provincial Governments and appropriate Government Departments in every instance. Invitations have also been sent to the Crown Colonies and to leading Municipalities, Chambers of Commerce, agricultural associations, trade associations and automobile clubs in all parts of the Empire, and a representative and influential attendance is anticipated. Considerable help from readers who may desire facilities for attending the conference or may wish to put forward suggestions or subjects for discussion should be addressed to Mr. Horace Wyatt, Hon. Secretary, Imperial Motor Transport Council, Royal Automobile Club, Pall Mall, London, S.W.1.

LANE, CRAWFORD  
AND COMPANY.

WE HAVE JUST RECEIVED

A NEW SUPPLY OF

## JAEGER PURE WOOL

DRESSING GOWNS,

CARDIGANS,

WAISTCOATS,

SWEATERS,

SCARVES,

AND

GOLF HOSE

ALSO

TRAVELLING

RUGS

IN ALL SHADES

AND ALL PRICES.

PURE WOOL.

## DOBBIE McINNES, Ltd.

Binnacles, Boat Compasses, Barometers and Barographs,  
Chronometers, Clocks and Sextants  
Engine Indicators, Revolution Counters and Telegraphs  
Ships Logs, Sounding Machines and  
B.O.T. Mercurial Barometers

SOLE AGENTS:

LANE, CRAWFORD &amp; CO.,

HONGKONG.

JUST RECEIVED

BROADWOOD  
PIANOS

Specially made for this climate.

The Anderson Music Co., Ltd.

## Powell Ltd

TELEPHONE 346

## GENTLEMEN'S NECKWEAR

We hold a very large and varied  
selection for you to choose from

Distinctive

Quality

Hand-made Silk Knitted in black and fancy colours

HIGH-CLASS OUTFITTERS.







## CABLES.

## LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

## TRIESTE SENSATION.

## ITALIAN OFFICERS HOLD BACK STEAMER.

TRIESTE, September 8th.

Officers from Fiume proceeded to Catania, succeeded in getting the steamer *Cigno* which was loaded with a valuable general cargo for America, and diverted it to Fiume. Signor Gialini has ordered a rigorous enquiry.

## ANGLO-FRENCH LOAN.

## HOW FRANCE WILL PAY HER SHARE.

NEW YORK, September 8th.

The French High Commissioner, M. Ozenave, announces that France will repay her share of the Anglo-French Loan by paying \$150,000,000 with funds now in hand and \$100,000,000 to be imported from France and \$100,000,000 by the issue of French Government Bonds, underwritten by a syndicate which Messrs. Morgan's are organising.

## SWEDISH ELECTIONS.

## VOTERS' LUKEWARM INTEREST.

STOCKHOLM, September 7th.

General Elections began on September 6th. There is considerable lack of interest, the number of voters being smaller than in 1917.

## CONDITIONS IN RUSSIA.

## VIEWS OF SWEDISH METAL WORKERS.

STOCKHOLM, September 7th.

The Social Democrats state that a Swedish metal-workers delegation, which has returned from a tour of investigation in Russia, reports that it met with the most cordial welcome everywhere. It is of opinion that the Ural district is most suitable for colonisation.

## DENMARK'S CONSTITUTION.

## EFFECT OF INCORPORATION OF SLESVIG.

COPENHAGEN, September 7th.

The plebiscite on the subject of the alteration of the Constitution, necessitated by the incorporation of Slesvig in Denmark, resulted in 61,998 affirmative and 13,076 negative votes. The Constitution Bill, therefore, now comes into force.

## BOXING.

## DEMPSEY KNOCKS OUT MISKE.

BOSTON, September 7th.

Dempsey knocked out Mike in the third round. Seventeen thousand spectators were present. The gate receipts exceeded \$150,000.

## EARLIER CABLES.

## AMERICAN TENNIS CHAMPIONSHIP.

## MARRED BY AVIATION FATALITY.

FOREST HILL, September 6th.

J. N. Tilden won the National Lawn Tennis Championship of America by beating Johnston by 6-1, 1-6, 7-5, 6-7, 8-6. During the play a naval seaplane circled the courts, when the engines stopped without warning and the machine plunged to earth and crashed in the sight of a thousand awestricken spectators. The two aviators were killed.

The bodies of the aviators have been identified as those of Lieutenant Grier, of the United States Navy and Sergeant Saxe, of the Army Aviation Corps. They had come to take aerial photographs of the game.

## THE ST. LEGER.

## PROBABLE STARTERS.

LONDON, September 8th.

The St. Leger probabilities are Manton, (Lans); Caligula, (A. Smith); Double Red, (Piggott); Stronghold, (Blade). Prince Galahad, Celestial and Attilius have been omitted from the list.

## THE BETTING.

The betting is 9 to 4 against Spion Kop, 9 to 5 against Orpheus, 6 to 1 Silenus, 100 to 9 Black Gauntlet and 20 to 1 Allenby and Albion Trace.

## OUTLOOK IN MESOPOTAMIA.

## ANXIETY ABOUT BRITISH WOMEN AND CHILDREN.

LONDON, September 7th.

Replying to numerous anxious enquiries in regard to the safety of the camp at Kirkuk, Mesopotamia, where the British women and children are quartered, the War Office announces that both General Haldane and the Civil Commissioner consider that the camp is quite secure, and that operations are about to commence which will render feasible the withdrawal of its occupants from the country soon.

## BRITISH TRAIN CREW OVERPOWERED.

LONDON, September 8th.

Another regrettable episode involving the overwhelming of the British crew of an armoured train, after a gallant fight, is narrated in to-night's War Office communiqué regarding Mesopotamia. It appears that the garrison of a camp at Samawah Railway Station was being withdrawn to the town and an armoured train covering the operation broke down. It was run over by some 4,000 insurgents. It is reported that the crew put up a resolute defence and inflicted 500 casualties, but was finally overpowered. Forty, including two British officers, are reported missing. The insurgents captured with the train one 13-pounder, one Lewis gun, three Hotchkiss machine-guns, and 40 boxes of ammunition.

Reports from other parts of Mesopotamia show that the Assistant Political Officer at Hit, on the Upper Euphrates, has withdrawn by armoured car to Ramadi, while north of Bagdad a train attempting to reach Reled from Samarra was fired on and compelled to turn back. The 15th Brigade Division reached Musyia, on the Middle Euphrates, and found the bridge across the river partly destroyed.

## MINERS' STRIKE MENACE.

## GOVERNMENT PREPARING FOR THE WORST.

LONDON, September 7th.

The Government is evidently preparing for the worst, in case the miners' leaders prove obstinate, and have begun organising the distribution of food in the event of a strike. The Government has in view a partial stoppage of the railways, and arrangements for the carriage of necessities by road transport are being made. This work has been entrusted to three subordinate members of the Ministry and two civil servants. Each has been allotted one of five districts into which the country has been divided for the purpose. These Commissioners are now engaged in ascertaining what the position would be in their district in the event of a strike, and will report upon the means of relieving the distress that would follow.

## END OF TRADE BOOM.

## LABOUR'S GLOOMY OUTLOOK.

LONDON, September 8th.

At the Trade Union Congress Mr. Thomas gloomily foreshadowed a break in the trade boom, and said that all the evidence tended to show that the coming winter would be in many respects the hardest experienced for a great number of years. He declared that it was a sad commentary upon our social system that while the whole world was requiring goods, food, clothes and houses, people who were anxious to provide them were prevented from so doing.

## BRITISH AMBASSADOR IN PARIS.

## LORD HARDINGE SUCCEEDS LORD DERBY.

LONDON, September 7th.

The news was announced that Baron Hardinge of Penshurst, ex-Viceroy of India, has been appointed to succeed Lord Derby as Ambassador in Paris.

## NEW MEXICAN PRESIDENT.

## ELECTION OF GENERAL OBREGON.

MEXICO CITY, September 8th.

General Obregon has been elected President of Mexico. General Obregon was formerly Minister for War and signed the coup d'etat which led to the overthrow of Carranza.

## THE POLISH SITUATION.

## EARLY PEACE WITH LITHUANIANS.

WARSAW, September 8th.

Hostilities between the Poles and the Lithuanians have virtually ended. Peace negotiations are expected to be held immediately at Marienopol.

## PROTEST AGAINST POLISH INTRUSION.

LONDON, September 8th.

A telegram from Vienna states that as a protest against the occupation of Eastern Galicia by the Poles, a Cavalry Division composed of Galicians and Ukrainians under General Pavlovsky, who has been actively fighting the Bolsheviks, crossed into Czechoslovakia with the whole of its staff, horses and ammunition, and has been interned.

## POLAND APPEALS TO LEAGUE.

LONDON, September 7th.

The Polish Government has appealed to the League of Nations requesting mediation in the Polish-Lithuanian dispute, pointing out that an unprovoked attack was made on the Polish troops, and unless an improvement takes place in the situation Poland will be compelled to declare war on Lithuania.

## POLISH DELEGATES ARRESTED BY RUSSIANS.

WARSAW, September 8th.

Prince Sapieha, the Foreign Minister, protest to Soviet Russia requesting their immediate release. The first intimation that the Bolsheviks had arrested a number of Polish delegates at Minsk and are still detaining them.

## BRITISH LABOUR'S ATTITUDE.

LONDON, September 7th.

Labour's determination not to handle any munitions for Poland led to a ship being held up at Bostle, owing to dockers refusing to load fumigating machines aboard the vessel for Danzig, apparently under the impression that they were some deadly implements of war. The Council of Action has intervened and explained that the machines are intended to destroy vermin and prevent typhus and other diseases, and has urged the dockers to release their embargo.

## POLISH GRIEVANCE AGAINST GERMANY.

PARIS, September 8th.

The Foreign Office information leads to the conclusion that 125,000 Polish troops have been sent to East Prussia. The Polish Government is dissatisfied with the international conditions, as Bolshevik bands are roaming at large in East Prussia, and are even crossing the frontier and attacking Polish villages and then again taking refuge in Germany. This manoeuvre was adopted in the attack on the fortress of Osoviec and Suwalki. Poland has requested the Allies to require Germany properly to intern and disarm the refugees.

## WRANGLER'S SUCCESSFUL ATTACK.

CONSTANTINOPLE, September 8th.

According to the latest official Russian news, General Wrangel's counter-offensive have been successful and the Reds are retreating rapidly towards the Dniester.

A Warsaw message says another detachment of anti-Bolshevik Russians has left Warsaw to join Wrangel. Up to the present, 18,000 men have left to take up arms with Wrangel.

## FRENCH SUPPLY TRAIN HELD UP.

## HIGHHEADED ACTION OF GERMAN RAILWAYMEN.

BERLIN, September 8th.

A supply train for the French troops in Upper Silesia was held up at Erfurt goods station by the Railwaymen's Committee, a million rifle cartridges being unloaded and their cases exploded. The Imperial authorities have already proceeded against the culprits.

## SOVIET REPUBLIC IN CENTRAL ASIA.

## ALLEGATION OF BRITISH INTRIGUE.

LONDON, September 8th.

A Moscow wireless message reports that a Soviet Republic has been proclaimed at Bokhara, where Red troops occupied the principal military posts. Documents were found, adds the wireless, revealing British intrigues with the Afghan Government.

## THE KAPP PUTSCH.

A COMMUNION IN BERLIN HAS JUST DEALT WITH 500 NAVAL OFFICERS WHO WERE CHARGED WITH PARTICIPATING IN THE KAPP PLOT. ONE HUNDRED AND TWENTY WERE FOUND NOT GUILTY, WHILE MOST OF THE REST WERE CONFINED, RETIRED, OR REDUCED.

## UNREST IN IRELAND.

## CASE OF LORD MAYOR OF DUBLIN.

LONDON, September 7th.

It is announced in telegrams from Vice-Admiral (Lord) George that he has declared that if a guarantee were given that the murder of police in Ireland would cease he believed the Government would be prepared to release Mr. MacSwiney and other hunger-striking, adding that telegrams from Ireland proved that the unconditional release of the Lord Mayor will have a disastrous effect on the morale of the Irish police and make the Government of Ireland impossible.

## DUBLIN'S GRAVE FINANCIAL POSITION.

LONDON, September 7th.

The Government's decision to withhold its grant owing to the Dublin Corporation's allegiance to the Republican Parliament has resulted in the Corporation recommending that in order to meet the grave financial position created, the salaries of its employees be reduced by 25 per cent. for nine months and that the Sanatorium Dispensary and Home be closed.

## GOVERNMENT RESPONSIBLE FOR MR. MACSWINEY'S DEATH.

LONDON, September 8th.

The Trades Union Congress has passed a resolution expressing its indignation at the Government's decision to allow the Lord Mayor of Cork to die, and stating: "We in the name of the whole organised labour movement, will hold the Government responsible for the death of the Mayor, and remind them that such blind stupidity will render reconciliation between Ireland and England almost impossible."

## CONGRESS ADJOURNS.

The Trades Union Congress has adjourned till to-morrow without touching upon the coal crisis.

## POLAND AND THE LEAGUE.

## VISCOUNT GREY'S PROTEST.

LONDON, September 7th.

Viscount Grey of Fallodon has written an important letter on the subject of the League of Nations. It is addressed to Lord Robert Cecil and has been published in the United States. In substance Lord Grey's letter is a protest against the statement made in Parliament that Great Britain is obliged to support Poland because she is a member of the League of Nations. Lord Grey declares that this statement is a deadly injury to the League, and argues that the Polish situation has arisen because the League of Nations was not used in the first instance to restrain Poland from going to war, and that not having been done, the League cannot now be expected to save Poland from the consequences of her action.

The text of the letter is as follows:—

My dear Cecil—Surely everyone who cares for the League of Nations should protest against the statement recently made in Parliament that we were under an obligation to support Poland because we are a member of the League. The League of Nations had nothing to do with the Russo-Polish war, and it is a crime against the League and its members to charge it with responsibility when the responsibility clearly did not rest with the League but with the individual Governments. The Polish-Russian crisis was the result of European intrigues. The world was not brought to the threshold of another war by the failure of the League.

The League might and should have been used months ago to prevent the Polish offensive, and to make peace when peace might have been made. It is not because the League exists, but because the League was disregarded, that we were on the verge of being involved in war. Furthermore, the statement that there is any League obligation is untrue. It is more than this. It is a deadly injury to the League, for it gives the impression that we might have been involved in this war by being a member of the League. This is not so. Membership in the League of Nations is essentially only membership in a co-operative association of Governments to work for international friendship, to bring peace by discussion, based upon justice, not force.

The League was not involved to restrain Poland, one of its own members, from aggression, or, as the Prime Minister calls it, "a reckless and foolish" action, as it should have been. To invoke the League now to support Poland by arms against the consequences of her action, is not merely illogical; it is, in fact, a great mischievousness to the League, for it perverts it into an instrument for carrying on war after having prevented it from exercising its first and greatest function of making peace.

This perversion of the League unless repudiated will impair its future usefulness and imperil its very existence. It is now too late for the League to intervene in this war, as it was not invoked to restrain Poland from the offensive. It cannot be invoked to save her from the consequences of that offensive. Whether on other grounds we should, or how we can help Poland, are points which I do not desire to raise or discuss in this letter. My sole purpose is to point out that the present trouble caused by those who joined it and to protest against the statement that the League is the instigator of the war in any obligation to go to war, a statement which, as I have said, is untrue. The very well known League of Nations.

## GREY OF FALLDON.

LONDON, September 7th.

Mr. Grey said that at the time of the Polish offensive it was urged in Parliament by a spokesman of the Government that the League could not be invoked because the war between Poland and Russia had begun before the League was proclaimed. He said that the League of Nations was proclaimed on January 10th, 1920, and that it was not until March 17th that Poland declared war on Russia. He said that it was not until March 17th that Poland declared war on Russia.

## OUR LONDON LETTER.

## NOTABLE SCENE AT THE HOUSE OF LORDS.

LONDON, July 27th.

## FEATURES OF THE AERIAL DERRBY.

[FROM OUR OWN CORRESPONDENT.]

## HISTORIC BANQUET.

The King was the guest of the Peerage a few nights ago at dinner that was unique. Last year the Lord Chancellor wanted a bath-room put into his official residence on his appointment to the Woolsack, but as a fit of pique the House of Commons refused to sanction the expense. Thus do legislators sometimes strain at a gnat and swallow a camel. As a result, Lord Birkenhead, to his credit, refused the residence and when he desired to entertain his Sovereign and some noble friends he, therefore, chose, as he was entitled to do, the Royal Gallery of the House of Lords for his dining-room. It is many years since such a brilliant banquet was given in the capital. Nothing of the kind has previously been held within the precincts of the Peerage House. The apartment, with a throne at one end, and the famous mural paintings that tell the story of the Knights of Round Table, was, indeed, a magnificent banquetting room. The tables, bearing priceless plate, were decorated with malmaisons and the choicest of fruits.

King George took the chair at the top of a horseshoe table, having the Archbishop of Canterbury and the Prime Minister on his immediate right, and the Lord Chancellor and Mr. Balfour on his left. Everyone, including the King, was in evening dress. Altogether the company numbered sixty-five, and only eleven were not members of the Peerage. Connoisseurs of old wines may like to hear that the port served at this notable banquet was ninety-six years old—the vintage of 1824, and of the London season.

Goodwood races this week mark the end of the London season, which has been anything but a brilliant one. A number of things taken collectively have contributed to this result, including the heavy cost of entertaining on a large scale. Many of the big West End mansions are unoccupied, and some of them have been sold, while others are in the market. This year most of the entertaining has taken place in restaurants, with a dinner party of moderate size, followed by a dance. The war-time economy restrictions still in operation have made it easy to curtail the flow of wine which is apt to prove a serious tax upon hospitality at two or three guineas a bottle.

The truth is that money is not plentiful, and there has been, I hear, weeping and waiting among the tradesmen of the West at the falling off of patronage to which they have always been accustomed. The visitor to London will find that the only places where houses are "to let," and have been "to let" for a long time, are Mayfair and Belgrave.

I have seen the House of Commons in many moods on the Irish question—angry with passion, buoyed up with delusive optimism, bored to indifference. But I do not remember having seen it before in the spirit which marked it this week, when it viewed the situation almost hopelessly. Mr. Birrell, of whom it is almost true, as was said of Charles the First, "he never said a foolish thing and never did a wise one," once declared that the thing one must never do about Ireland was to despair. Parliament is near that mood now.

It is the sort of paradox that only Ireland can produce—that while at no time has there been so nearly a unanimous desire for a settlement, as none has there been so little inclination on the part of Ireland to co-operate towards that end. Home Rulers in the House and those who used to be their supporters in Ireland are hopelessly at cross-purposes. And meanwhile murder is rampant.

One relieving feature of the situation is that at least after an interval of nearly fifteen years, Ireland has a Chief Secretary who knows his own mind. Sir Liam Guinness's speech was the best that has been made by an occupant of his office for quite a long time. He has what may be called an effluence of style, a fondness for using three adjectives when one would suffice, but he convinced the House that he means business and will not be covered by the campaign of assassination in Ireland. Otherwise the Irish debate was unproductive.

As to the Home Rule Bill, I have ventured the opinion before now that it will never become operative. Everything that is happening from day to day confirms that view. The feeling both inside Parliament and throughout the country is that the Prime Minister was right when he told the Labour delegation recently that things are likely to be much worse before they are better, and that this country must brace itself for the effort that will be necessary to withstand the rebellious movement in Ireland.

## THE AERIAL DERRBY.

London's Aerial Derby promises to be a permanent annual fixture. The fight round the Metropolis on this occasion was a great success, and many have been witnessed by hundreds of thousands of people, the course being from Hendon to Orsett on the Thames Estuary, thence by way of Epping to Harford, from there to Epsom, and so back to Hendon, a distance of 200 miles.

The really wonderful point about it was the speed of the winning machine, which attained 133 miles an hour. When the first Aerial Derby was held in 1913 the best speed was 59 miles an hour. This illustrates the enormous advance made in flying in the short space of eight years; and a couple of hundred miles in sixty minutes appears to be a probability of the near future. Apart from the victory of the big machine, the experts regard the performance of the Avro Baby, as the sensation of the meeting. This is an aeroplane with an engine of 25 horse power, which can fly from England to Italy without replenishing supplies. The possibilities of this type for the man who desires speed in travel rather than the commercial value of weight-carrying is apparent.

Another interesting feature of this year's race to the student of British psychology was the betting. Bookmakers were present at Hendon, books were made, odds were called and taken, and the whole business of betting was conducted precisely as at Epsom. The Aerial Derby, in fact, promises to become one of the most highly popular sporting events of the year.

## RAILWAY INTERESTS ALARMED.

Following on what have already been said in a previous article on popular indignation at the increase in railway fares, it is interesting to note that railway interests are preparing to oppose the official scheme for controlling them. They object to interference by Sir Eric Geddes, of any other "super-man" at the Ministry of Transport. The debenture-holders and proprietors of the Great Northern Railway held a special meeting a few days ago, and unanimously passed a resolution expressing alarm at the Government proposals on the ground that their operation would jeopardise the interests of railway shareholders.

The root cause of the opposition is the widespread fear that waste and blundering would result from bureaucratic mismanagement. Besides, there is the political "pull" that could be exercised. Unless railway employees were placed in the same position as professional soldiers and sailors and debarred from voting, it would not be possible to prevent them putting pressure on the politicians. Nobody with sense would pretend that if the companies had been free to deal with the men wages concessions would have been granted as has been the case under Government control of the lines. In 1913 the total amount paid in wages and salaries on the various railways in Great Britain was £48,000,000, and at the present time the figure is £763,000,000.

Another objection of railway investors is that while the Government will accept no financial responsibility, it is proposed to take away "surplus profits," and use the money in various ways, which is as a par with robbing a man of the fruits of his enterprise and ability.—H.B.

## EVIDENCE UNDER HYPNOTISM.

## CONFESSIONS NOT VALID IN LAW.

Can hypnosis be the means of convicting a felon? The question is raised by the trial of John Wardle Potts, a sub-postmaster who was found guilty of robbery at the Leeds Assizes.

Potts first told a story of a hold-up, but when the missing money was found under the floor of the post office he admitted the guilt. He returned to his first tale when in the dock and pleaded "Not guilty." Dr. Bedford Piers, a mental specialist, who made an examination of Potts while under the influence of hypnosis, stated that the man repeated his story of the "hold-up" while in this condition.

The Judge accepted this evidence as showing Potts' mental condition, but not as proof either of innocence or guilt.

## NOT THE FIRST CASE.

This is not the first time that such evidence has been admitted," said Mr. Travers Humphreys, the senior Treasury counsel, to the *Daily Express* representative.

I was at Guildford Assizes recently when the defendant, a man named Pidd, was called a medical witness in a similar case.

The Lord Chief Justice remarked that the case was without precedent, but the admission was undoubtedly right. The accused person should always have the benefit of any evidence of his mental condition when a plea of irresponsibility is raised. It is not open to the prosecution to resort to hypnosis in order to extract a statement from an accused person, because every person put on trial is presumed to be sane. "I do not pretend to be a medical authority, but from a purely legal point of view I am inclined to think that this innovation is quite sound. It is interesting to note that in neither case did the evidence of the brain specialist influence the verdict of the jury."







**DODWELL & COMPANY, LD.****STEAMSHIP SERVICES**

Regular sailings to

**NEW YORK & BOSTON**

via Suez Canal

S.S. "EGREMONT CASTLE" on or about 14th Sept.

**LLOYD TRIESTINO**

For SHANGHAI

S.S. "AFRICA" sailing about 8th October.

For **BRINDISI, VENICE & TRIESTE**

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA &amp; DANUBE PORTS

via **SINGAPORE, PENANG & COLOMBO**

S.S. "HUNGARIA" on or about 3rd October.

S.S. "AFRICA" sailing about 7th November.

Passengers' Luggage can be insured at the Office of the Agents.

**NANYO YUSEN KAISHA, Ltd.**

(SOUTH SEA MAIL S.S. CO.)

Regular Service between

**JAPAN, HONGKONG & JAVA**

For JAPAN

S.S. "RIJUN MARU" sailing on or about 14th Sept.

For JAVA

S.S. "BORNEO MARU" sailing on or about 18th Sept.

S.S. "SAMARANG MARU" sailing on or about 10th Oct.

**OCEAN TRANSPORT Co., Ltd.**

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific

Also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

Taking Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transshipment at CALCUTTA.

In conjunction with the

**INDO-CHINA STEAM NAVIGATION CO. LTD.**

AND APAR LINE.

For Freight or Passage on any of the above Lines apply to:-

**DODWELL & CO., LTD.**

Agents

119

**N. Y. K.****NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

**SEATTLE & VICTORIA** via Manila, Keelung, Shanghai & Japan port.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee &amp; St. Paul Railways.

FUSHIMI MARU (calling Manila &amp; Keelung) Saturday, 11th Sept, at 11 a.m.

KATORI MARU Monday, 20th Sept, at 11 a.m.

TAMURA MARU Friday, 8th Oct, at 11 a.m.

**LONDON & ANTWERP** via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

KAGA MARU Friday, 10th Sept, at 10 a.m.

YOKOHAMA MARU Monday, 20th Sept, at 10 a.m.

TAMEA MARU Friday, 1st Oct, at 10 a.m.

**HAMBURG, LONDON & ANTWERP**

LIVERPOOL &amp; MARSEILLES via Singapore, Colombo, Suez and

Port Said.

TOTTORI MARU Tuesday, 12th Sept.

**MELBOURNE & SYDNEY** via Manila, Zamboanga, Thursday

Island, Townsville &amp; Brisbane.

TANGO MARU Wednesday, 22nd Sept, at 11 a.m.

TANGO MARU Wednesday, 22nd Sept, at 11 a.m.

**NEW YORK.****SOUTH AMERICAN PORTS** via CAPE.**BOMBAY & COLOMBO** via Singapore.

TANAI MARU Thursday, 15th September.

YEFOROFU MARU Beginning of October.

**CALCUTTA & BANGCOON** via Singapore & Penang.**JAPAN PORTS—Nagasaki, Kobe & Yokohama.**

NIKKO MARU Saturday, 14th Sept, at 11 a.m.

AKI MARU Saturday, 18th Oct, at 11 a.m.

**SHANGHAI, KOBE & YOKOHAMA.**

SADO MARU Friday, 17th Sept, at 11 a.m.

SHINTI MARU Monday, 20th September.

KICANO MARU Thursday, 24th Sept, at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 129 &amp; 252.

S. YASUDA, Manager.

**FOR BOSTON & OR NEW YORK****PRINCE LINE FAR EAST SERVICE.**

For NEW YORK

CELTIC PRINCE via PANAMA CANAL Early October.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

For freight and further particulars, apply to—

**SHEWAN TOMES & CO.**

Agents

**M.C.C. TEAM TO VISIT AUSTRALIA.**

R. H. SPOONER, CAPTAIN.

The following players have been invited to represent the M.C.C. in Australia.

R. H. Spooner, capt. (Lancashire)

J. W. H. T. Douglas (Essex)

P. W. H. Fender (Surrey)

Rhodes (Yorkshire)

Hobbs (Surrey)

Woodley (Kent)

Hendren (Middlesex)

Hearne (J. W.) (Middlesex)

Russell (Essex)

Strudwick (Surrey)

Barnes (Salisbury)

Howell (H.) (Warwickshire)

Waddington (Yorkshire)

Makepeace (Lancashire)

Dolphin (Yorkshire)

D. J. Knight (Surrey) and G. E. C. Wood (Cambridge University) were invited but could not accept. The terms for the professionals will be the same for all.

There are practically no surprises in this team, though the cricketing public will learn with great satisfaction that R. H. Spooner has been invited to captain it, and has accepted the invitation, says the Daily Telegraph. Reggie Spooner is the ideal captain. It is reassuring to know that Spooner is once more in good health. He was very badly wounded (shot in the head), and complications arose. But the Australian climate should suit his constitution, and one is sure that the wickets will suit his batting. He should make many big scores on chest but whether he makes many runs or few, he cannot help making them well. The Australians have seen A. C. MacLaren and they have seen "Ranji." But in the matter of sheer grace and style there is a great difference. He is a fine judge of the game, too. The other two players will deserve their selection. J. W. H. T. Douglas is the best fast medium bowler in England on a perfect wicket, and P. W. H. Fender's claims are too obvious to call for comment.

Nearly all the professionals chosen were practical cricketers. Howell is the fast right-hand bowler. We are admittedly in need of fast bowlers just now, and Howell is the best of them. Hobbs, Hendren, Hearne, Woodley, Rhodes, Strudwick, and Russell we knew would be chosen, and the public will be glad to know that the best bowler we have seen for a generation. Barnes is a veteran in years only. Dolphin is the second wicket-keeper, and Makepeace, whose sound and steady batting has been so much in evidence this season, receives the reward he has earned. If it was not for Waddington, your first left-hander is uncommon in modern cricket, and Waddington is easily the best of his kind.

Supporting the party are all in good health, it will be desperately difficult to choose from it the eleven men to represent England in a Test match. There are so many whom you can't leave out.

According to "Punter," the four opening batsmen on October 23rd with a match against Western Australia, and concludes at Adelaide on March 15th, 1921. The first Test matches have been arranged. The first at Sydney, on December 17th; the second at Melbourne, on December 21st; the third at Adelaide, on January 14th; the fourth at Melbourne, on February 11th; and the fifth and last at Sydney, on February 25th.

**MESSAGERIES MARITIMES.****COMPANY'S PROGRESS DURING PAST YEAR.**

The report of the Messageries Maritimes Co. for 1919 shows a net profit of 5,579,000 francs compared with 5,329,000 francs in 1918 and 5,278,000 in 1917. The company's trade for 1919 has been characterized by a return to more normal conditions owing to the discontinuance of the general requisition of vessels from January 6th, 1919.

However, the sailings are still less frequent than before the war on account of the losses experienced by the fleet and also owing to the difficulties of all kinds created by the smaller output of work in the repairing shops and at the ports. Besides, although the requisition has terminated, the State has reserved in a great number of the company's vessels a considerable part of the passenger space. In order to repair their losses the company have made great efforts. Four large cargo steamers, representing 36,000 tons gross have during the year been allotted over and above the tonnage placed at the disposal of France by the British Government. The company is considering the shortage of oil fuel in order to make good the losses already incurred. One of the vessels has been already transformed so that it can be fuelled either with coal or oil. On December 31st the tonnage of the company's fleet was still less by 49,000 tons gross than the pre-war figure. All efforts are directed towards making up this deficit by the acquisition of vessels already constructed and ready for immediate use, and they are hopeful of increasing their tonnage by 100,000 tons. The question of the indemnities due to them by the State has not yet been settled.

**PICMY ANIMALS.**

The antelope from Africa recently presented to the Smithsonian Institution includes a beauty no larger than a toy.

It is of a light mouse colour, with a big brown eye, legs no thicker than a lead pencil, horns only an inch long, but sharp as tinclaws, and hoofs no bigger than a human being's thumb-nail.

Other presentations from Central Africa include a pigmy squirrel no longer than a common mouse, with teeth no bigger than pin-points, a tiny Galago, the ghost of the jungle, a sort of connecting link between the lemur and the monkey, with long, slim, ghostly fingers as slender as matches.

**NOTICES TO CONSIGNEES**

STRUTHERS &amp; DIXON, (INC.)

NOTICE TO CONSIGNEES

FROM BALTIMORE

**THE Steamship**

"EASTERN CROWN"

having arrived from Baltimore via ports on Sept. 6th, 1920. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or Extra-Hazardous Godowns of the Hongkong &amp; Kowloon Wharf &amp; Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Export Permit signed by the Superintendent of Imports &amp; Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Sept. 13th, 1920, by the Company's Surveyors, Messrs. Cammell &amp; Clark.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns and Cargo undelivered on and after Sept. 15th, 1920, will be subject to rent. Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS &amp; DIXON, INC.

1st Floor, Towells Building, 12 Des Voeux Road, Central, Hongkong, September 6th, 1920. [1438]

**NOTICE TO CONSIGNEES**

S.S. "DELIGHT"

FROM SEATTLE

The above-mentioned vessel having arrived from the above-mentioned Port, Consignees of cargo are hereby informed that their cargo is being landed at their risk into the hazardous and/or Extra-Hazardous Godowns of the Hongkong &amp; Kowloon Wharf &amp; Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 18th instant at 2 p.m.

All Claims must be presented within a week of the steamer's arrival here, after which date they cannot be recognized.

No Claim will be admitted after the Goods have left the Godowns and Cargo remaining undelivered after 13th instant, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

**FRANK WATERHOUSE & CO.**

As Operators, U.S. Shipping Board, 1st Floor, House of Commons, Hongkong, September 6th, 1920. [1444]

S.S. "ARMAND BEHIC"

**NOTICE****COMPAGNIE DES MESSAGERIES MARITIMES.**

CONSIGNEES of Cargo from MARSEILLE are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Sept. 11th, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before Sept. 14th, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard &amp; Douglas, on SATURDAY, Sept. 11th, at 10 a.m.

No Fire Insurance has been effected.

**R. RODENFUSER,** Acting Agent.

Hongkong, September 6th, 1920. [1440]

S.S. "MEINAM"

**NOTICE****COMPAGNIE DES MESSAGERIES MARITIMES.**

CONSIGNEES of Cargo from LONDON &amp; ANTWERP in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Sept. 10th, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before Sept. 13th, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard &amp; Douglas, on FRIDAY, Sept. 10th, at 10 a.m.

No Fire Insurance has been effected.

**R. RODENFUSER,** Acting Agent.

Hongkong, September 4th, 1920. [1438]

**INDO-CHINA****STEAM NAVIGATION COMPANY, LIMITED.****SAILINGS SUBJECT TO ALTERATION**

MANILA	TAIYANG	Fri. 10th Sept. 2 p.m.
SANDAKAN	HINSHANG	Fri. 10th Sept. 3 p.m.
STRAITS & CALCUTTA	NAMSANG	Sat. 11th Sept. 3 a.m.
SHANGHAI	HANGKANG	Sat. 11th Sept. 3 p.m.
KORE	CHANGKANG	Sat. 11th Sept. 3 p.m.
SHANGHAI	CHANGKANG	Sat. 11th Sept. 3 p.m.
STRAITS & CALCUTTA	KUMSANG	Tues. 14th Sept. 3 p.m.
HAIPHONG via HOIHOW	LOKSANG	Wed. 15th Sept. 3 a.m.

**CALCUTTA LINE.**—This Line affords regular sailings to Calcutta, Penang and Singapore, returning to Calcutta via Swatow, Hongkong and Shanghai, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Lights and Fans and carry a fully-qualified Surgeon.**SHANGHAI LINE.**—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.**MANILA LINE.**—A weekly service is maintained with Manila by vessels with good passenger accommodation sailings from both ports every Friday.**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo calling at Haiphong when inducement offers.**BORNEO LINE.**—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datar.**TIENTSIN LINE.**—A regular service is run from March to November between Hongkong and Tientsin calling at Weihaiwei and Chefoo.**CALCUTTA LINE.****S.S. "NAMSANG"**

will be despatched on or about Sept. 11th, at 3 p.m. for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

S.S. "KUMSANG" will be despatched on or about Sept. 11th, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

**Jardine, Matheson & Co., Ltd.**

GENERAL MANAGERS

Telephone No. 518.

**GLEN AND SHIRE**

Joint Service of Steamers.

**U.K.-STRAITS, CHINA & JAPAN SERVICE.****OUTWARDS.**

Vessel	Des Hongkong
"PEMBROKESHIRE"	14th Sept.
"GLENIFFER"	2nd Oct.

**HOMEWARDS.**

Vessel	Leaves Hongkong	Discharges
"M.V. 'GLENARIFFE'"	about 24th Sept.	GENOA, LONDON & ROTTERDAM.
"GARNARVONSHIRE"	10th Oct.	GENOA & LONDON.
"PEMBROKESHIRE"	17th Oct.	GENOA & LONDON.

Movements are subject to change without notice.

For freight or further particulars please apply to—

**Jardine, Matheson & Co., Ltd.**

AGENTS: The Glen Line, Ltd.

The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.

Tel. No. 11 and 12.



## SHIPPING NEWS

## ARRIVALS.

September 26th.  
**Chunhua**, British str., 1,300 tons, Capt. Harding, from Bangkok, with a general cargo.—B. & S.  
**Rock Lee**, Portuguese str., 200 tons, Capt. Gaerret, from Swatow, with a general cargo.—Man Wing.  
**Myitthaung**, British str., 500 tons, Capt. Drummond, from Swatow, with a general cargo.—Chin On.  
**Xiao Sun**, Siam str., 1,075 tons, Capt. Virachatra, from Bangkok, with a general cargo.—Fook Tai Chong.  
**Ying Chow**, Chinese str., 313 tons, Capt. Kwok Shan, from Haiphong, with a general cargo.—Eastern Navigation Co.  
**Prosper**, Norwegian str., 1,270 tons, Capt. Olsen, from Saigon, with a cargo of rice.—Yee Chong.

## CLEARANCES.

September 26th.  
**Ango Maru**, for Valparaiso.  
**Escudor**, for San Francisco.  
**Rock Lee**, for Swatow.  
**Lake Park**, for Shanghai.  
**Eupara**, for Del.  
**Shinai Maru**, No. 5, for Osaka.  
**Sekai Maru**, for Yokohama.  
**Sun Yick**, for Shanghai.  
**Wakam Maru**, for Yokohama.  
**Wu Sun**, for Kwong Chow Wan.

## PASSENGERS.

## DEPARTURES.

Per s.s. **Escudor**, on September 26th: Mr. and Mrs. C. B. Andrews, Mr. and Mrs. J. Aspegren, Mr. and Mrs. J. M. Brady, Miss A. Lee Chiles, Mr. C. B. Carter, Mr. B. F. Collins, Mr. John Day, Mrs. N. F. Donah, Mr. Fred Elser, Dr. A. H. Ely, Mr. S. Hertzer, Mr. and Mrs. E. H. Hoyt, Mr. Frank R. Hill, Mr. R. Hyman, Mr. C. A. Hooper, Mr. C. F. Kadin, Mr. A. H. Kroger, Mrs. M. N. King, Mr. R. L. Lowman, Mr. G. C. Larsen, Mr. C. E. Morgan, Mr. P. A. Murray, Mrs. F. A. McGrath, Miss A. Nystrom, Mr. D. O. Oldenberg, Miss E. Page, Mrs. N. L. Pray, Lady Parker, Miss F. Solomon, Mr. C. S. Robinson, Mr. C. H. Rudbeck, Mr. W. A. Stolz, Mr. J. Semiel, Mr. P. H. Savary, Mr. and Mrs. H. M. Snyder, Mr. J. Oram Shoppard, Mr. C. F. Tait, Mr. and Mrs. F. A. Vreeling, Master L. J. Vreeling, Mrs. F. W. Van Buskirk, Mr. G. Wilhelmi, Miss Esther Wilson, Mr. R. E. Wilbur, Mr. H. Wilburn, and Miss A. J. Vreeling.

## SHIPPING MOVEMENTS.

The N.Y.K. s.s. **Tokai Maru** (Bomby line), left Kobe for this port via Moji on September 27th, and is expected here on September 14th.

## VESSELS EXPECTED.

**Aiaz** (Blue Funnel line), due September 11th.  
**Revalder**, due about the 10th inst.  
**Empress of Asia**, due September 10th.  
**Empress of Japan**, due September 8th.  
**Kaga Maru** (European line), from Japan, due September 8th.  
**Kamakura Maru** (Liverpool line), due October 10th.  
**Etano Maru**, from London, due September 20th.  
**Lycan**, from Japan, due September 9th.  
**Nikko Maru**, due September 17th.  
**Ningboon** (Blue Funnel line), due Sept. 20th.  
**Nankin**, due the 9th inst., about 8 a.m.  
**Perris Maru**, due September 10th.  
**Sado Maru** (European line), due September 10th.  
**Shinai Maru**, from Bombay, due September 10th.  
**Wakam Maru** (Liverpool line), due Sept. 10th.  
**Yokohama Maru** (European line), due Sept. 10th.

## WEATHER REPORT.

September 26th, at 11.35.—No returns from Japan and Vladivostok.  
 Pressure has increased slightly at the majority of reporting stations; it is probably highest over S. Manchuria, and is relatively low over H. China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.35 inch. Total since January 1st, 81.78 inches against an average of 83.54 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	(S. & S.W. winds, moderate; cloudy, showery)
Formosa Channel	(The same as No. 1)
South coast of China between Hongkong and Loochoo	(The same as No. 1)
South coast of China between Hongkong and Hainan	(The same as No. 1)

## HONGKONG TIDE TABLE.

From September 29th to 15th, 1920.

HIGH WATER.				LOW WATER.			
Days of Week or Month.	H'kong Standard Time.	Height.		H'kong Standard Time.	Height.		
		ft.	in.		ft.	in.	
Wed.	8 m. 6.18	7	1		1	35	1
	8.19	5	0		0	54	3
Thur.	9 m. 7.21	7	0		2	15	1
	8.48	6	3		1	10	3
Fri.	10 m. 9.17	7	0		3	41	1
	9.17	5	0		3	35	2
Satur.	11 m. 9.49	7	0		3	25	1
	9.49	5	0		3	19	1
Sun.	12 m. 9.59	7	3		3	19	2
	10.16	6	8		3	08	1
Mon.	10 m. 10.47	6	8		2	59	4
	10.44	5	4		2	49	4
Tues.	15 m. 11.33	6	5		4	44	2
	11.11	6	5		4	08	2



**AMERICAN & ORIENTAL LINE**

NEW YORK via Suez

"GENERAL CHURCH" ...  
Subject to change without notice.

**ORIENTAL AFRICAN LINE.**

**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGUAY, DURBAN (Suez), EAST LONDON, PORT SAID, SUEZ, and CAPE TOWN direct or via transshipment at CALCUTTA and COLOMBO.

For particulars apply to—  
**THE BANK LINE LTD.**  
Managing Agent.

**"ELLERMAN" LINE.**  
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "SWAZI" ... 18th Sept.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Rans & Co., Canton.  
**THE BANK LINE LTD.**  
General Agents.

**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Ship	To	Day	Time
SHANGHAI	"TIENTSIN"	On 10th Sept.	4 P.M.	
SHANGHAI	"SUICHOW"	On 11th Sept.	4 P.M.	
SHANGHAI	"SUICHOW"	On 12th Sept.	4 P.M.	
SHANGHAI	"SUICHOW"	On 13th Sept.	4 P.M.	
SHANGHAI	"SUICHOW"	On 14th Sept.	4 P.M.	
SHANGHAI	"SUICHOW"	On 15th Sept.	4 P.M.	
SHANGHAI	"SUICHOW"	On 16th Sept.	4 P.M.	
SHANGHAI	"SUICHOW"	On 17th Sept.	4 P.M.	
SHANGHAI	"SUICHOW"	On 18th Sept.	4 P.M.	

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.  
Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloons and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weeks), and Tientsin (weekly), taking cargo on through Bills of Lading to all ports and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passenger apply to—  
**BUTTERFIELD & SWIRE,**  
Agents.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First-Class Passengers. Electric Light and Fans in staterooms and Saloons and excellent cuisine.

**SWATOW, AMOY AND FOOCHEW**

FOR  
AND RETURN.  
(Occupying 2 to 10 Days).

"HAKING" ... Capt. J. H. Stewart ... FRIDAY, 10th Sept. at 2 P.M.  
"HAILONG" ... Capt. J. H. Stewart ... SATURDAY, 11th Sept. at 2 P.M.  
"HAILONG" ... Capt. W. O. Thomson ... TUESDAY, 14th Sept. at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Hsiao Pier).  
For Freight and Passage, apply to—  
**DOUGLAS LAPRAIR & CO.**  
General Manager.

**LOS ANGELES PACIFIC NAVIGATION COMPANY**  
TRANS-PACIFIC FREIGHT SERVICE  
Operating the following U.S. Shipping Board steamers.

**HONGKONG**  
TO  
**LOS ANGELES, CALIFORNIA, U.S.A.**

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en-route. Shipper's connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.  
Head Office—Los Angeles, Calif.  
Branch Office—Kobe, Shanghai, (Manila, Singapore).  
Hongkong Office—P.O. Box 1087, Tel. No. 1087.  
URAS E. RICHARDSON  
General Agent for South China.

**P. & O. - BRITISH INDIA AND EASTERN & AUSTRALIAN LINES**

(COMPANIES Incorporated in ENGLAND)  
**MAIL AND PASSENGER SERVICES**  
STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL SAILINGS (South)**

SS	Tons	From Hongkong (approx)	Destination
"JYPORE" (Cargo)	7,400	13th Sept.	Madras, London & Antwerp
"DILWANA"	5,400	13th Sept.	Madras, London & Antwerp
"KALWA"	2,900	25th Sept.	Madras, London & Antwerp
"KANTIN"	5,900	7th Oct.	Madras, London & Antwerp
"KASGAR"	5,900	12th Oct.	Madras, London & Antwerp
"ALPORA" (Cargo)	5,900	26th Oct.	Madras, London & Antwerp

**BRITISH INDIA-APCAR SAILINGS (South)**

"TANDA" ... 24th Sept. ... Madras, London & Antwerp

**EASTERN & AUSTRALIAN SAILINGS (South)**

"KANOWNA" ... 25th Sept. ... Madras, London & Antwerp

"ST. ALBANS" ... 6th Oct. ... Madras, London & Antwerp

**SAILINGS TO SHANGHAI & JAPAN**

"KANTIN" ... 10th Sept. Noon ... Shanghai & Japan.  
"GREGORY APCAR" ... 11th Sept. ... Shanghai & Japan.  
"ST. ALBANS" ... 17th Sept. ... Shanghai & Japan.  
"TORILAS" ... 21st Sept. ... Shanghai & Japan.  
"KASGAR" ... 22nd Sept. ... Shanghai & Japan.

**WIRELESS TELEGRAPH FITTED ON ALL STEAMERS**

Shippers Interchangeable ...  
Consignees are requested to apply to the Company's Agents regarding arrival of consignments and of which they have received documents for advice.

**NOTICE TO CONSIGNEES.**

Consignees are requested to apply to the Company's Agents regarding arrival of consignments and of which they have received documents for advice.

For further information, Freight, Handbooks, etc., apply to  
**JOHNSON, MACKENZIE & CO.**  
24, Des Vaux Road, Central, HONGKONG.

**O. S. K. OSAKA SHIPEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

"ATLAS MARU" ... Saturday, 25th Sept.

"ARON MARU" ... Saturday, 25th Sept.

Buenos Aires, Rio de Janeiro, Santos, MAURITIUS, DURBAN, CAPE TOWN via SINGAPORE.

"CANADA MARU" ... Tuesday, 2nd Nov.

BOMBAY & COLOMBO ... Saturday, 25th Sept.

SAIGON, BANGKOK & SRAPOK ... Saturday, 2nd Oct.

SYDNEY & MELBOURNE ... Saturday, 2nd Oct.

"KUNASHI MARU" ... Monday, 17th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

"ABARI MARU" ... Monday, 17th Sept.

SAN FRANCISCO & NEW ORLEANS.

NEW YORK—Regular monthly service Japan Ports, San Francisco, Panama and Colon Ports.

"HONOLULU MARU" ... Monday, 20th Sept.

NEW ORLEANS LINE.

"SUMATRA MARU" ... Monday, 6th Nov.

JAPAN PORTS—Moll. Kobe, Yokohama.

"KANTO MARU" ... Thursday, 9th Sept.

KEELUNG via SWATOW, AMOY—Three steamers have excellent accommodation and clean saloon passengers and will depart from the O.S.K. Line the Harbour Office.

"AMAKUSA MARU" ... Saturday, 11th Sept.

"KAIJO MARU" ... Sunday, 13th Sept.

TAKAO, SWATOW & OY.

**T. K. K. TOYO KISEN KAISHA**

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE OCEAN, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMER	TONS	LEAVE HONGKONG
"PERSEA MARU"	8,000	Sept. 17th
"KOREA MARU"	20,000	Sept. 30th
"SIBERIA MARU"	20,000	Oct. 12th
"YANTO MARU"	20,000	Oct. 25th

**SOUTH AMERICAN LINE**

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, Hilo, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

Through the Trans-Pacific Route to BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
"ANTO MARU"	18,500	Sept. 9th
"SHIYO MARU"	14,000	Nov. 9th

For full information regarding passengers, freight and sailings, apply to—  
**Y. TSUTSUMI, Manager,**  
King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton: **Messrs. T. E. GRIFFITH LTD.**

Agents at Canton: **Messrs. T. E. GRIFFITH LTD.**

**MESSAGERIES MARITIMES.**

**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destinations: SHANGHAI & DUTCH EAST INDIES. Sailing Dates:

SHANGHAI, KORE & YOKOHAMA ... "PORTHOEN" ... On or about 4th Oct.

MARSEILLES ... "ANDRE LEBON" ... On or about 12th Sept.

SAIGON, SINGAPORE, COLOMBO, PORT SAID, SUEZ ... "PAUL LEBON" ... On or about 24th Sept.

ALL STEAMERS, FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—  
**H. HODENFUSER,**  
Agent, Queen's Building.

Telephone 740.

Telephone 740.

**ADMIRAL THE LINE**

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

"CISCOKEYS" ... About Sept. 25th

"ICOTUM" ... About Oct. 6th

For PORTLAND direct.

"WAWALONA" ... About Sept. 11th

"MONTAGUE" ... About Sept. 18th

For SEATTLE

Through Bills of Lading issued to Overland Commerce points.

For Freight and Passage, apply to—  
**THE ADMIRAL LINE.**  
Telephone 2477 & 2478. Fifth Floor, Royal Mansions.

**PACIFIC MAIL S.S. CO.**

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, KORE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

RE "ECUADOR" sailing September 8th for Shanghai, Japan Ports and Honolulu.

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO.

**HONGKONG-CALCUTTA SERVICE.**

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Balasore, Bayana, Cochin and South American ports.

For further information apply to—  
**PACIFIC MAIL S.S. CO.**  
Hotel Manilla, Cable Address "PACIFIC."

Telephone 141.

Telephone 141.



